

ANOTHER TRIP TO SEATTLE

We made it all the way in one day this time, taking brief stops at Minneapolis and Great Falls, and landing at Seattle in the last glimmer of twilight. The next day, after a walk along the waterfront, we called up Gordon Jones and had a look at his collection of photographs and clippings of Northwest sailing vessels.

He took us for a ride around Lake Union where we saw the old steam schooner TONGASS, ex WAPAMA, the stern-wheeler BOB DON, formerly the Army Engineers' W.T. PRES-
TON, and then to F.P. Harlow's house, where we met also Capt. E.G. Henrici. Although past 90, Mr. Harlow, the author of "Making of a Sailor", is still spry, and has put together another book, on chanties, which we hope he can publish. He has three fine models of his own making, including the GLORY OF THE SEAS and the AKBAR, and several paintings.

Captain Henrici came around the Horn in 1895 in the new British bark DAINYMPLE, and later sailed under the Hawaiian flag in the SANTIAGO. He told us of the loss of the steamer CAOBA in Feb. 1925 off the Columbia River, when a Canadian run-runner rescued the master and 5 of the crew, and fell afoul of the revenue laws in so doing.

The next day we went to Friday Harbor in the FS-210. The FANTOME is still lying in Portage Bay, but it is rumored she is to be sold for taxes and mooring charges. In Lake Union we saw the record-breaking 29-ft SLO-MO-SHUN IV, which only a week or so previously had been timed at better than 160 mph.

The three-masted schooner WAWONA was missing from Friday Harbor, and the local people could give no news of her, but Gordon Jones later sent us a clipping which indicated that she had been moved to West Sound on Orcas Island.

The roads on San Juan Island are still dusty, and the rabbits as abundant as ever. We visited English Camp, where British troops had been garrisoned during the cold war almost 100 years ago and a blockhouse still stands; and we had another day on the water in the HAYDAH.

We returned to Seattle on the FS-210 by night, and took off early the next morning.

LETTER FROM DAVIS STRAITS

Schooner ARGUS

The fishing has been patchy and we'll be lucky to get away a full ship by mid-Sept.: if we don't fill, we'll have to go to the Banks again. By the irony of fate, after 38 of the 45 Portuguese dorymen came up here, darn me if the Grand Banks lining didn't suddenly turn good and the seven small fellows who stayed there have filled and gone -- all except ANNA PRIMEIRO, which burned out as soon as she was full. The rest of the seven that fished the Grand Banks were ANA MARIA, PACOS DE BRANDAO, SAN JACINTO, CRUZ DE MALTA, MARIA FREDERICO, and LOUSADO. The little LOUSADO was the first away, sailing August 7.

Up here in Greenland the CONDESTAVEL and DOM DENIZ are doing best, and need only a few quintals to fill now. They should be homeward-bound most any day. But what a weather we've been having!

That ex-Hollander TJERK HIDDIES, mentioned on p. 43 of LC, is still afloat. Saw her in St John's this year; name now is MONDEGO (quoting from memory) [she is BOANOVA in current Lloyds. -Ed.]. She is a diesel job and runs salt from Portugal, dry cod back, under the Portuguese flag. Was previously Panamanian, and is unlikely to go fishing again.

The French LT RENE GUILLON is the only St. Malo man still using dories on the banks -- all other French fishermen are now trawlers. She is no longer a barkentine and not much of a schooner, though she still has three steel masts. Was alongside of her a week back on the Banks off Holstenborg; she had 13,000 quintals of fish. --Alan Villiers

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THE NEW BRUNSWICK MUSEUM

On a recent trip to New Brunswick and Nova Scotia, I visited the New Brunswick Museum at St. John. In the Marine Hall are many beautiful paintings, ship models, house flags, figure heads, and miscellaneous relics, among which the following were noted:

Models

Ship CASTLETON, Port Glasgow 1903, under full sail.
 Clipper ship STAR OF THE EAST, St. John 1853 by W. & R. Wright, under full sail.
 Ship BERTHEAUX, Kingsport, N.S., 1873.
 Model made by her captain Solomon Davis on a voyage home from Calcutta.
 Half models of JOSEPHINE TROOP and HOWARD D. TROOP, built in 1892 and 1890 by Duncan of Port Glasgow for Troop of St. John.

Paintings

Barks COMET and MOSS GLEN under full sail.
 Ship BOADICEA, St. Marys Bay, N.S., 1847.
 Ship ALBION, St. John, 1834.
 Ship OREGON, St. John 1846.
 Ship SHANNON, St. John, 1836.
 Ship COUNTY OF PEEBLES.
 Ship MUNSTER, St. John, 1877.
 Bark LOIS, Tusket, N.S., 1874.
 Bark NICTAUX, Cornwallis, N.S., 1870.
 Ship DUNDONALD, St. John 1849 by Wright Br.
 Bark HARRIET CAMPBELL, Weymouth, N.S., 1873.
 Bark QUEEN OF THE FLEET, Dorchester 1862 by G. Palmer.

Ship ANDORA, W. J. Davis of St. John, master.

Figurehead

Bark TIKOMA, Kingston, N.B., 1877 by J. & T. Jardine for the Jardine fleet.

House Flags

Jardine Brothers, Thompson fleet, Scamell Brothers, Troop, and Haws fleets.

—Albert O. Anderson

NEW BOOK FOR MODEL MAKERS

Under the title "A Notebook for Ship Model Builders", Model Shipways has issued a 32-page booklet compiled by Winthrop Pratt, Jr. It suggests woods and tools for use by model builders, and then covers such features as caps, tops, cross trees, shrouds, and deadeyes.

There are eight pages on anchors, with drawings of many types.

The publication is intended primarily for use with construction kits with machine carved hulls, and therefore concentrates on features which will add detail and finish to such models. It is obtainable from Model Shipways, 476 Main Street, Fort Lee, N.J.; price \$1.00.

THE SHIPBUILDERS OF THOMASTON

Wooden shipbuilding was carried on in North America at one time or another in almost every locality where there was a labor supply, since, except for such arid regions as Texas and Southern California, there were good timber supplies near tide-water. In only a few regions, however, did wooden shipbuilding continue after the local forest resources were exhausted, and of such localities the State of Maine is the outstanding example. With only the meanest grades of lumber locally obtainable, Maine shipbuilders continued to assemble Virginia oak, Georgia pine, Michigan hackmatack, Oregon pine spars, Pittsburgh iron, Manila hemp, Connecticut copper, and Massachusetts canvas into the largest sailing vessels ever set afloat.

The reasons for this were in large part geographical. Maine is cut up with fjord-like rivers that restrict land transportation paralleling the coast, but permit logs from the hinterland to be floated readily down to salt water. The chief exports are cheap heavy cargoes like lumber, granite, lime, and formerly ice, which are best moved by water; the imports were such things as coal, salt, and molasses, the latter two being foreign items that had to come by water.

The climate, too, is conducive to the heavy exertion involved in converting timber. The summers are insect-free, and in the winter heavy logs can be skidded over the frozen ground by ox-power, where a similar shipyard farther south would be churned into a morass. The inshore fisheries of the Gulf of Maine served as a nursery for seamen, and helped support the collateral industries of sailmaking, ship chandlery, block making, and windlass manufacture that are required for a fully-integrated shipbuilding industry.

It is little wonder, then, that in the last quarter of the 19th Century Maine-built and Maine-owned vessels hauled West Virginia's coal to Boston, Cuba's sugar to New York, New York manufactures to wholesalers in California, and California's wheat to market in Liverpool.

The two great shipbuilding rivers of Maine, the Kennebec and Penobscot, have been fairly well covered by historians, as have Casco Bay, the Kennebunk River, and some lesser ports. Other regions of equal significance, however, have been neglected. One of these is the stretch of coast between the Kennebec and the Penobscot, which is dissected by four fjord-rivers, the Sheepscot, Damariscotta,

Medomac, and St. George. At the head of navigation on each were former shipbuilding centers of importance: Wiscasset on the Sheepscot, Newcastle and Damariscotta on the Damariscotta, Waldoboro on the Medomac, and Warren and Thomaston on the St. George. History has largely neglected these ports in favor of their larger neighbors and of two towns to the seaward, East Boothbay and Friendship, which are noted respectively for fishing schooners and for sloops, although Thomaston has been immortalized as the birthplace of the fictional Matt Peasley of Peter B. Kyne's "Cappy Ricks" series. From these rivers, however, came some of the largest and finest Maine-built vessels, including the first fivemasted schooner, two four-masted barkentines, and many other notable vessels.

In the series that follows, we hope to cover all the sailing vessels built at Thomaston since 1860, and to tell also something of the histories of the men who built them. This will include such firms as Dunn & Elliot, Washburn Brothers, Stetson, Gerry & Co., and Chapman & Flint, and individuals like Edward O'Brien and Samuel Watts. We will commence with Edward O'Brien.

EDWARD O'BRIEN

There is a biographical sketch of Edward O'Brien in vol. 2 of Matthews' "American Merchant Ships", but we have unearthed some additional details. He was the son of John O'Brien, born in Craig, Ireland, in 1755, who went to sea as a steward and settled at Castine, Maine. Edward O'Brien was born in Warren in July 1793, and went to sea as a boy in coasters. Later he took up shipbuilding, and in 1823 began to build on his own account at Warren. In 1847, with the St. George River becoming too shoal to handle the size of vessels then building, he moved his operations to Thomaston, where he died 6 May 1882.

He engaged in many collateral enterprises beside shipbuilding and shipowning, and in 1844 formed the firm of O'Brien, Burgess & Co. with William Carey Burgess, which conducted operations in lime-kilns, shipping, groceries, hardware, coal, etc. A few years later one of O'Brien's captains was taken as a partner and the firm became O'Brien, Watts & Co., and in 1854 O'Brien withdrew and the firm was restyled Burgess, O'Brien & Co., Burgess taking O'Brien's son Edward E. O'Brien and his nephew Edward K. O'Brien as partners.

The following list of O'Brien's vessels has been taken from Eaton's histories of Warren and Thomaston, up to 1859:

YEAR	RIG	NAME	TONS
		Built by Edward O'Brien at Warren	
1824	Brig	EDWARD	200
1824	Sch	SOPHRONIA	160
1825	Sch	WILLIAM	166
1825	Sch	WALDO	200
1825	Sloop	MARY ANN	75
1826	Brig	*ASIA	207
1826	Sch	*FRANKLIN	141
1826	Sch	*HARRIET	120
1826	Sch	*BRUTUS (at Thomaston)	186
1827	Brig	THOMAS & EDWARD	152
1827	Sch	*MAINE	109
1827	Sch	PACKET	97
1829	Sch	FLORIDA	115
1829	Sch	*MEXICO	91
1830	Sch	*FRANKLIN	141
1830	Sch	*HENRY CLAY	100
1831	Sch	*ROBERT & ROWLAND	147
1832	Sch	EDWARD O'BRIEN	143
1832	Sch	ANN	146
1833	Sch	JANE	155
1834	Brig	GEORGES	192
1834	Sch	SPLENDID	130
1834	Sch	SOPHRONIA	140
1835	Brig	ELCY	180
1836	Brig	HECTOR	171
1836	Brig	NEVIS	145
1837	Sch	GRECIAN	147
1838	Brig	JEFFERSON	185
1839	Brig	ELIZA	199
1840	Brig	MONROE	199
1840	Sch	MADISON	149
1841	Brig	CLARISSA	198
1842	Brig	ST. GEORGE	222
1843	Bark	ELLIOT	248
1844	Bark	PARIA (or PARIO)	269
1844	Brig	ELLIS	199
1845	Bark	LOUISA BLISS	394
1845	Brig	THOMAS & EDWARD	199
1846	Bark	FRANKLIN	299
1846	Brig	PERCY	199
1847	Ship	MARY ADELINE	637
1848	Bark	PATRICK HENRY	442

In all the above vessels, Edward O'Brien is indicated as a principal owner except of those marked with the asterisk*. He is also listed as owner of the following, built at Warren by the master carpenters named.

1847	Sch	LUCY WATTS	Wm. Spear	220
1849	Bark	SARAH ANN	Wm. Spear	246
1850	Ship	EDWARD O'BRIEN	J. Hilt	797
1852	Ship	ST. PATRICK	J. Hilt	1053

John Hilt, born at Warren about 1819, was a master shipbuilder who is also listed as builder of the O'Brien ship S. CURLING. O'Brien subsequently employed as master carpenter Hermon Benner, born at Waldoboro about 1824, who built all his later vessels. The O'Brien vessels built at Thomaston are listed on p. 16.

LOG CHIPS

1847 Brig	ELIZABETH WATTS	(old)	225
1851 Ship	CHIMBORAZO		916
1854 Ship	S. CURLING		1468
1855 Ship	VESPER		1497
1856 Ship	MARY O'BRIEN		1297
1858 Ship	MARY E. CAMPBELL		1374
1859 Ship	EAGLE		1448
1860 Ship	E. CREIGHTON	(new)	1286
1863 Ship	EDWARD O'BRIEN	1803	1552
1867 Ship	WILLIAM A. CAMPBELL	1538	
1866 Ship	ANDREW JOHNSON	2005	
1869 Ship	JOHN BRYCE	1968	
1870 Ship	A. McCALLUM	1951	
1874 Ship	ALIDA	1872	
1875 Ship	BELLE O'BRIEN	1903	
1877 Ship	BARING BROTHERS	2165	
1877 Ship	ALEX. GIBSON	2194	
1878 Ship	FRANK F. CURLING	2200	
1879 Ship	J.B. WALKER	2178	
1881 Ship	GENERAL KNOX	2218	
1882 Ship	EDWARD O'BRIEN	2271	

John Hilt is also listed as master builder of the CHIMBORAZO.

It has been stated that Edward O'Brien owned all his later vessels outright, but the registers do not bear this out. His son Edward E. O'Brien owned 7/8 of the J.B. WALKER, and Wm. A. Campbell the other 1/8, as well as 1/8 of the BARING BROTHERS. Frank F. Curling owned 1/8 of his namesake. O'Brien did own a much larger proportion of his vessels than was customary in Maine, and the statement that he was the largest individual shipowner in the country at the time of his death is possibly correct. At that time all his ships built since 1862 were still afloat except the ALIDA, which was lost at Pabellon de Pica, 9 May 1877, and the FRANK F. CURLING, lost in 1879. A big hull on the ways was finished by his son, Edward E. O'Brien, and named EDWARD O'BRIEN even though the 1863 ship of that name was still afloat.

Mr. George M. Patterson, of Fairfield, Maine, who was brought up in Thomaston, has sent us considerable information on the O'Brien ships, including the list since 1854. He tells us that Mary O'Brien was the daughter of Edward O'Brien; she married Wm. A. Campbell and a ship was named for each. Alida was a granddaughter of Edward O'Brien, and Belle O'Brien a great-granddaughter. Frank Curling was the son of Stephen Curling. Peter Vesper was master of the VESPER, and Ebenezer Creighton of the E. CREIGHTON.

In addition to his many other interests, Edward O'Brien was in partnership with his son and Capt. G. W. Gilchrest in a ship-chandlery firm in New York City, which was later styled Gilchrest, White & Co. This firm

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owned shares in a few Thomaston vessels. The firm of Burgess, O'Brien & Co., after 1854, must be considered a separate enterprise from Edward O'Brien's own operations. It owned several small coasting vessels at various times in connection with its lime business, and built the following large vessels at Thomaston:

1855 Brig	C.F. O'BRIEN	John McDonald	283
1857 Ship	S. EMERSON SMITH	H. Benner	1260
1863 Bark	GLEN AVON	H. Lermond	718
1868 Bark	MARTHA A. McNEIL		1010
1870 Sch	ADA F. WHITNEY		312

Tonnages in the above list are old measurement before 1865, gross after. The C.F. O'BRIEN was the first vessel ever built by John McDonald, a Nova Scotian and old Donald McKay apprentice who later was master builder at Thomaston and Bath for Chapman & Flint and Flint & Co.

Mr. Patterson writes us that his father was boss liner in the O'Brien yard on the ALEX. GIBSON, FRANK F. CURLING, and BARING BROTHERS, and that he launched aboard all three of these vessels. The CURLING was to have been put afloat at 11 AM, 28 Oct. 1878, but the tallow was hard and she stuck on the ways. So they locked the ways and waited for the night tide, and he launched on her about 10 PM that night. The ship made one trip to Liverpool; then loaded coal to San Francisco and was lost in a very heavy gale near the Falkland Islands.

The WILLIAM A. CAMPBELL was launched 29 Oct. 1867 and first commanded by Capt. Stephen Curling. In 1892 Capt. Edward R. Havenor, a school classmate of Mr. Patterson's and a cousin of his wife, took command and loaded 1,260,000 feet of lumber for Queenstown from New Whatcom (now Bellingham), Wash. Near the Hawaiian Islands she sprung a leak and all hands took to the boats. Capt. Havenor's boat, in which he had with him his wife and one child, never showed up.

Another story of shipwreck concerns the S. CURLING, which was built to be commanded by the captain of that name. Later Capt. Francis Meehan had her, until he was drowned in a tidal wave in Peru in 1875, while going ashore for mail. Next year Captain Colby lost the S. CURLING at the same place. Usually he put out three anchors, for which he was laughed at, but this time he had out only two.

From some notes sent us by Samuel W. Lewis, we learn that when the MARY E. CAMPBELL was built in 1858, Edward O'Brien sent her to sea with all bills paid and himself owning every timber head in her.

(continued on p. 18)

THE SHIPBUILDERS OF COOS BAY:

II. SIMPSON SHIPYARD

As we mentioned in the last issue, a sawmill was established at North Bend by Simpson at a very early date. Asa M. Simpson was a native of Brunswick, Maine, who came to California in 1850 at the age of 24. According to one account, he struck it rich in the gold country, but at any rate he very soon bought the ship BIRMINGHAM, and later the brig TARQUINA, the QUADRATUS, POTOMAC, and other vessels, freighting lumber from the Northwest to San Francisco, running the vessels as a packet line on the return trip, and also operating a string of tugs as an adjunct to his sailing vessel fleet. He conducted sawmill operations on Coos Bay, the Columbia River, and later at Grays Harbor, and engaged in shipbuilding at all his mill sites. Most of the vessels were built to be run in connection with his lumber business, but he was always willing to enter into contracts to construct vessels for outside parties.

Many stories are told of the Simpson vessels, and of the whims that led to their construction. Once, it is said, Simpson espied a rudder lying around his mill, and promptly ordered a four-masted barkentine to be built to make use of it. When the rudder came to be fitted in place the stock was found to be too short, and a cockpit had to be built for the man at the wheel (ECHO). Of another vessel it is said that she had no two masts alike, some raking forward, some aft, others to starboard or port. Instead of the usual sheer and waist, she had a hump, so that in washing decks the start was made amidships and the water flowed toward both ends (LOUIS).

But in spite of their eccentricities the Simpson vessels invariably sailed well and had good reputations. Captain Rudolph Smale's book "There Go the Ships", published in 1940, includes accounts of 15 years' sailing in Simpson vessels.

Asa Simpson's brother Robert W. Simpson was associated with him in business for many years, and is credited with drawing the sail plan of the ship WESTERN SHORE. Another brother, Edbridge Simpson, came out from Maine to build the brig BLANCO in 1860, and owned a 1/8 interest in her.

Asa's son, Louis, who was born in Oakland, California, became the manager of the Simpson Mill at Coos Bay, and founded the present town of North Bend. He died there in January 1949 at the age of 72.

Through Victor C. West of North Bend, we have obtained the following list of

vessels built at the Simpson Lumber Co. mill at North Bend. The name of the master carpenter is given for each vessel:

1859	Brig	ARAGO	McDonald	240	185
1860	Brig	BLANCO	E. G. Simpson	284	200
1860	SS	FLORENCE E. WALTON (aux. sch.)			
			Donaldson	82	
1861	Sch	MENDOCINO	Robinson	123	92
1862	Brig	ADVANCE	Robinson	275	210
1863	Sch	ENTERPRISE	Howlett	249	190
1864	Sch	HANNAH LOUISE	"		83
1864	Sch	ISABEL	"	240	184

(of the two tonnage columns above, the first is old measurement, the second gross. In the following, all tonnages are gross.)

1865	Sch	JUVENIA	Howlett	191	
1865	Bktn	OCCIDENT	John Dumphy	297	
1867	Bktn	MELANCTHON	J. Murphy	298	
1869	Bktn	WEB FOOT	John Kruse	361	
1868	Sch	BUNKALATION	" "	79	
1872	Sch	GOTOMA	" "	198	
1872	Sch	OREGONIAN	" "	246	
1874	Ship	WESTERN SHORE	" "	1177	
1875	Bktn	TAM O'SHANTER	" "	592	
1873	Bktn	PORTLAND	" "	493	
1877	Bktn	NORTH BEND	" "	376	
1873	3mSch	TRUSTEE	" "	280	
1881	3mSch	JAMES A. GARFIELD	" "	316	
1881	Bktn	KLIKITAT	" "	493	
1882	Bktn	TROPIC BIRD	" "	347	
1882	3mSch	DARE	" "	259	
1883	St. Tug	HUNTER	" "	104	
1883	St. S.	BEDA	" "	370	
1884	St. Tug	ASTORIA	" "	152	
1884	St. Tug	NOVELTY	" "	56	
1886	4mSch	NOVELTY	" "	592	
1886	St. Tug	TRAVELER	" "	145	
1886	St. Tug	CRUISER	" "	62	
1887	St. Tug	RANGER	" "	144	
1887	St. Sch.	SIGNAL	" "	475	
1888	5mSch	LOUIS	" "	831	
1889	4mSch	GARDNER CITY	" "	475	
1890	4mBktn	WILLIE R. HUME	" "	665	
1891	Sch	VOIANTE	George L. Hobbs	125	
1891	4mBktn	ARAGO	John Kruse	498	
1891	St. Tug	COLUMBIA	" "	132	
1891	Sch	NONOHA	" "	--	
1894	4mBktn	OMEGA	" "	584	
1895	4mBktn	ADDENDA	Heuckendorff	692	
1896	4mBktn	ECHO	" "	707	
1897	3mSch	REPEAT	" "	455	
1897	4mBktn	ENCORE	" "	651	
1898	St. Sch	BRUNSWICK	Austin Sperry	436	
1899	4mSch	MANILA	Heuckendorff	731	
1899	4mSch	ADMIRAL	K. V. Kruse	683	
1900	St. Sch	MANDALAY	G. Ross	438	
1900	4mSch	CHURCHILL	Victor Anderson	655	
1901	4mSch	ALUMNA	K. V. Kruse	696	
1901	4mSch	ADVENT	K. V. Kruse	431	
1902	4mSch	MARCONI	Peter Loggie	693	
1903	3mSch	ALPHA	Heuckendorff	300	

Of the master carpenters listed in the preceding table, K.V.Kruse was the same man who later established the firm of Kruse & Banks. John Hamilton Howlett was a native of Prince Edward Island, born in 1836, who came to California in 1856. He was later a master builder in the E.B. Dean yard on Coos Bay, and was drowned at Astoria in April 1885.

John Kruse, no kin to K.V.Kruse, was a Dane whose shipbuilding career was identified with the Simpson North Bend yard. He was responsible for the design of the full-rigger WESTERN SHORE and many lesser craft. H.E.Heuckendorff later built several vessels at Prosper, Oregon, on the Coquille River.

There were a number of "firsts" among the Simpson vessels, and there were remarkable features about many of the others. The ARAGO and BLANCO were probably the first brigs built on the Pacific Coast. ARAGO was, it is said, framed of second-hand material, either from old hulks broken up at San Francisco, or from a British vessel wrecked on the Oregon coast, this being in the days before Oregon pine had been fully tested as a shipbuilding material, and its virtues were still unappreciated. She was rerigged as a schooner for the Bering Sea cod fishery about 1880, and was still active in that trade in 1904.

The WESTERN SHORE was one of only three full-rigged ships built on the Pacific Coast. Simpson ran her in the Cape Horn grain trade, in which she made a passage from Portland, Oregon, to Liverpool in 101 days and a return trip to San Francisco in 110 days, before being lost on Duxbury Reef in July 1878.

The NOVELTY was the first four-masted schooner and the LOUIS the first five-master built on the Pacific Coast. Both had been intended originally as steamers like the BEDA or SIGNAL, but were given a pole-masted rig to get them down to San Francisco where the engines could be installed. As there was some doubt at the time whether steamers of their size could be made to pay in the coasting lumber trade, and as they sailed well enough as bald-headed schooners, the decision was made to let them continue as schooners. The LOUIS is credited with being the first five-masted schooner on salt water and the first to sail around the world, although her plumb stem made her an object of derision in her ports of call. She was lost on South Farallon in June 1907, and the NOVELTY was wrecked four months later on the Oregon coast.

Another Simpson "first" was the four-mast barkentine WILLIE R.HUME, by a few months the first of her rig on the Pacific. As the list on p.140 of LOG CHIPS shows, Simpson was responsible for 7 of the first 9 four-masted barkentines built on the West Coast. Another Simpson barkentine was the GARDINER CITY, produced when Capt.G.W.Masters persuaded her owner to rerig her from a bald-headed four-masted schooner. This was done by replacing the original fore- and mainmasts by a square-rigged foremast, so that she became a three-masted barkentine.

The rig of WILLIE R.HUME was a last-minute decision, by the way, since on her application for an official number, which is usually made about the time a vessel is ready to be launched, the rig was first entered as "four-masted schooner", and was later altered to "barkentine".

The vast majority of the vessels built in the North Bend Mill yard were for the account of A.M.Simpson and his associates. C.A.Hooper ordered the ADMIRAL and MANILA, and George L.Hobbs owned the VOLANTE himself, but before that we must go all the way back to the TROPIC BIRD to find another vessel built for outside interests, in this case A.Crawford of San Francisco, who operated a packet line to Tahiti. The proportion of the older vessels built for the Simpsons' own operations was about the same.

EDWARD O'BRIEN

(continued from p. 16)

This was stated to be the first instance in Maine where one man was sole owner of a vessel of that size.

O'Brien was one of the founders of the Georges Bank in Thomaston and its president until 1879. During the Panic of 1857 he quelled a run on it by announcing he held a balance in sterling with Baring Brothers in London more than sufficient to cover every bill he had signed as president of the bank.

Edward O'Brien commenced the shipbuilding trade at 50¢ a day in the yard of J. H. Counce at Warren, rose to be a partner, and then went into business for himself. In 1822 he built a brig at Friendship for Col. John Burton, and the next year built two vessels at Oyster River (between Warren and Thomaston), for William Kelsey. Then, as previously mentioned, he opened his own yard at Warren. With one EDWARD, two THOMAS & EDWARD's, and three EDWARD O'BRIEN's, he managed to name six vessels after himself, and his son added a seventh.

NETHERLANDS-BUILT COASTERS

Dr. Jürgen Meyer has sent us the names of a number of fair-sized coasting vessels built in the Netherlands, which supplement the list of deep-water vessels in the two previous issues of LOG CHIPS. We are omitting names of owners in the interest of conserving space. All tonnages are gross, and all the following are steel auxiliary three-masted schooners unless otherwise indicated:

1899		
Name	Tons	Flag; later names and flags.
ALBATROS (Bktn)	472	Niestein & te Velde, Westerbroek. (Seetzen Gebr., Hamburg)
1909		
SAN ANTONIO	410	N.V. Jan Smit Czn, Alblasserdam. Netherlands.
1910		
ANGELINA (Aux.Sch.)	362	Zeeland Yard, Hansweert. STJERNE; AKTIV I, Norwegian; GETA II, Sweden; F.N.P., Uruguayan.
1915		
JOHANNA IPLAND	386	G. & H. Bodewes, Martinshoek. German; NECOCHEA, Argentine; CIUDAD DE NECOCHEA, Argentine. (Originally Sm.sch; later aux.)
TWEE AMBT	320	G. & H. Bodewes, Martenshoek. BELLVILLE, Norwegian, British.
1916		
NØSTED III	345	G. & H. Bodewes, Martenshoek. Norwegian; ARNO, British.
NØSTED IV	360	G. & H. Bodewes, Martenshoek. Norwegian; LE LORRAIN, French.
1917		
CARLITO	413	N.V. "Maas", Slikkerveer. JUAN TRAVERSO, Argentine
EMMA	332	J. Th. Wilminck, Groningen. ELSINA, Netherlands.
EYFJORD (3m.Sch.)	363	G. & H. Bodewes, Martinshoek Swedish; TOM-AUGUST, British; ANNEMARIE, German; PATAGONES, Argentine. (Engines installed 1921).
HARRY FRATER	332	J. Smit & Zoon, Foxhol. JEANNETTE; CARMEN; LIESBET, Netherlands; EUGENIO, Italian.
JUPITER	357	Groningen, J. Th. Wilminck Swedish; German.
LIBEA	469	P. & A. Ruitenberg, Raamsdonksveer. WYFAX, British.
VLISSINGEN	348	Gebr. Muller, Foxhol. Netherlands; ST BLANE, British; Iskra, Polish.
VOLKERAK	337	J. Th. Wilminck, Groningen GINA, Italian; JELA, Yugoslav.
1918		
CLARAVER	413	N.V. "Maas", Slikkerveer HIERONYMUS, Danzig.
CORNELIA	386	J. Smit & Zn., Foxhol LEFANTO, Spanish
GIDEON	394	J. Th. Wilminck, Gideon HAABET, British; CAVIOTA, Nicar.
HERMANOS	356	J. Th. Wilminck, Groningen LA BONNE LORRAINE, French; GUGLIELMO, Italian.
HETTIE	446	Wortelboer & Co., Westerbroek. French.
JACOB	407	N.V. "Maas", Slikkerveer TABASCO, Belg.; HORIZONTE, Port.
MARIA	355	J. Th. Wilminck, Groningen ELLY, Netherlands.
ROZETTA	358	G. & H. Bodewes, Martenshoek MORNAR, Jugosl; LUIGIA GARRE, It.
WEEPSERSKARSPEL	406	G. & H. Bodewes, Martinshoek LAARDERMEER; PETER, German.
1919		
BOVENKARSPEL (aux)	615	Wortelboer, Westerbroek. Netherlands; TINA, Ital. (4m.Sch.)
GARY	406	Gebr. Tak, Geertruidenberg GRIETJE, Netherlands.
GEBOEDERS BODEWES IX	319	Gebr. Bodewes, Martenshk. RAP; CARGO CARRIER; ANTIGOON, Belgian; EUGENIE, Sweden. (Conv.to full-power motorship).
GEBOEDERS BODEWES X	320	Gebr. Bodewes, Martenshk. KWIEK; CARGO SHIPPER, British; MIRAMAR, Argentine. (Conv.to full-power motorship)
NAVIS II	407	Gebr. Bodewes, Martenshoek UBBEKARSPEL; SNEEKERMEER; HELA NAVAL, German.

(to be continued)

UNITED KINGDOM LAUNCHINGS 1885, BY BUILDERS

(All vessels are

Name	Rig	Gross	First owner	IRON unless shown otherwise)
	Later	Year	Later owner, who changed the name as indicated	
	Campbell, Mackintosh & Bowstead, Newcastle			
MELATI	Bark	1152	J. Koning & Van Delden, Rotterdam	
	Palmers Shipbuilding & Iron Co. Lim., Jarrow, Newcastle-on-Tyne			
DOVENBY HALL	Ship	2069	Herron, Dunn & Co., Liverpool	
SYPHILDE			J. F. Arens, Germany	
HENRIETTE			E. C. Schramm & Co., Bremen	
MEARIM	1917		Requisitioned by Brazilian Government	
ALMIRANTE SALDANHA			Lloyd Brasileiro, Rio de Janeiro	
FOUR WINDS	Ship	1857	G. N. Gardiner & Co., Liverpool	
	S. P. Austin & Son, Sunderland			
LIMENA	Bark	1084	W. Nicol & Co., Liverpool	
MAGNAT	Bark	1010	Gerd Bolte, Elsfleth	
	W. Doxford & Sons, Sunderland			
CADWGAN (STEEL)	Bark	1303	R. Thomas & Co., Liverpool	
KATE THOMAS	4m. Ship	1748	K. T. Sailing Shp. Co. (W. Thomas & Co.), Liverpool	
PRINCIPALITY	4m. Ship	1758	P. Ship Co. (W. Thomas & Co.), Liverpool	
RICHARD HAYWARD	4m. Ship	1687	R. H. Shp. Co. Lim. (W. E. Jones & Co., Bangor), Carn- navon.	
	Sir James Laing, Sunderland.			
MILTIADES (STEEL)	Bark	1432	T. Scott, Sunderland	
CAMBRIAN WARRIOR			Williams & Roberts, Liverpool	
NORTHERNHAY	Bark	1369	R. H. Gayner, Sunderland	
	Osbourne, Graham & Co., Hylton, Sunderland			
CAMBRIAN CHIEFTAIN	Bark	1492	T. Williams & Co., Liverpool	
DOVA LISBOA			A/S Silva, Oslo	
	W. Pickersgill & Sons, Sunderland			
CHALA	Bark	1057	S. Wakeham & Sons, Liverpool	
CHEPICA	Bark	1058	S. Wakeham & Sons, Liverpool	
BRIS	1907		A/S Bris (Johan H. Bang), Grimstad	
	R. Thompson & Sons, Sunderland			
ASTORIA	Bark	1477	P. Iredale & Son, Liverpool	
	W. Gray & Co., West Hartlepool			
BALLUMBIE	Bark	1190	W. B. M'Gavin, London	
LATIMER	Ship	1784	J. Lidgett & Sons, London.	
MAELIA	1912		M. Bruusgaard, Drammen	
LIMACHE	Bark	824	Bk. L. Lim. (F. H. Vaughan), Liverpool	
MIDNATSSOL (STEEL)	Bark	1236	F. Smith Petersen, Grimstad	
	Richardson, Duck & Co., Stockton			
CUTHONA	Ship	1752	J. H. Worthington, Liverpool	
FATHEOLME	Ship	1755	Carr & Ashcroft, Liverpool	
HARLAND	Ship	1742	W. Lund, London	
	WILHELMINE			
BENNESTVEDT	1912		G. C. Brøvig, Farsund	
INDORE	Ship	2146	Eyre, Evans & Co., Liverpool	
SOUDAN	Ship	1751	British & Eastern Shipping Co., Liverpool	
	Cochrane, Hamilton & Cooper, Beverley			
EDITH MARY	Bktn	349	J. C. Peacock, Glasgow.	

	Oswald, Mordaunt & Co., Southampton	
ALADDIN	Ship	1689 Haws, Lawson & Co., Liverpool
BACTERIA	Ship	2170 T. & J. Brooklebank, Liverpool
	LOCH FINLAS 1898	James Sproat, Liverpool
CONDOR	Bark	1353 G. Petrie, London
FULWOOD	Ship	2170 R.W. Leyland & Co., Liverpool
HALEWOOD	Ship	2153 Sl. Shp. H. Co. (R.W. Leyland & Co.), Liverpool
	SONGVIC 1914	A/S Christiansand (S.O. Stray & Co.), Kristiansand
SCOTTISH GLENS	Ship	2115 W.H. Ross & Co., Liverpool
	HAUGAR 1922	S. Rasmussen, Haugesund (Motorship)
SOUTHGATE	Ship	2170 Chadwick & Pritchard, Liverpool
	(ordered by R.W. Leyland & Co. as TOXIEPH, but never so documented)	
	WAVERTREE	R.W. Leyland & Co., Liverpool
WOOLTON	Ship	2152 Sl. S.W. Co. Lim. (R.W. Leyland & Co.), Liverpool
	R. & J. Evans & Co., Liverpool	
ALLIANCE	Bark	993 R.H. Roberts, Liverpool
WESTGATE	Ship	1921 Chadwick & Pritchard, Liverpool
	W.H. Potter & Sons, Liverpool	
LANGDALE	Ship	2047 J.D. Newton, Liverpool
MARLBOROUGH HILL	4m. Bark	2531 Sl. Shp. M.H. Co. Lim. (W. Price & Co.), Liverpool
	T. Royden & Sons, Liverpool	
BUCCLEUCH	Ship	2055 W.H. Ross & Co., Liverpool
	MAROSA 1910	A/S Marosa (K. Bruusgaard), Drammen
GLENESSLIN	Ship	1821 J.R. de Wolff & Sons, Liverpool
GLENERICHT	4m. Ship	2434 L.H. McIntyre & Co., Liverpool
	MARIECHEN 1909	Robt. Mattson, Mariehamn
QUEEN OF ENGLAND	Ship	2122 Donald Kennedy, Liverpool
	WEGA 1899	W.A. Fritze, Bremen
	SUAREZ No. 2 1918	L. & V. Suarez, Vigo
	Barrow Shipbuilding Co. Lim., Barrow	
DRUMCRAIG	4m. Bark	1970 Gillison & Chadwick, Liverpool
	R. Williamson & Son, Workington	
GRASSENDAL	Ship	1860 Sl. Shp. G. Co. Lim. (R.W. Leyland), Liverpool
	IMPERATOR ALEXANDER II	1899 G. Granlund, Raumo
	ERNST	1919 S. Loftman, Stockholm
	Ritson & Co., Maryport	
ELLENBANK	Ship	1464 Builders
	S. McKnight & Co., Ayr	
LINDA PARK	Bktn	357 J.W. Valentine & Co., Belfast (STEEL plating; iron frame)
	Troon Shipbuilding Co., Troon	
MANDARA	(WOOD) Bktn	211 T. Steele, Ayr.
	Birrell, Stenhouse & Co., Dumbarton	
BEN AVON	(STEEL) Bark	1470 Watson Brothers, Glasgow
FORFARSHIRE	Bark	1354 Thomas Law & Co., Glasgow
	ALEXANDRA 1911	Jacob Prebensen Jr., Risør
	A. McMillan & Son, Dumbarton	
ABERFOYLE	(STEEL) Ship	1661 J.A. Sillars, Glasgow
	HANSY 1910	H.G. Andersen, Fredriksstad
ARIADNE	Bark	1213 A.M. Lawrence & Co., London
BOWMAN B. LAW	Bark	1390 W. Law, Yarmouth, N.S.

(continued on next page)

A. McMillan & Son, Dumbarton, continued.

CELTIC CHIEF	Ship	1786	Parry, Jones & Co., Liverpool
ARTENSIS	1911	A/S Artensis (Sigurd Bruusgaard), Drammen	
FRANCES FISHER (STEEL)	Bark	1477	McIlwraith, McEachern & Co., London
GARTMORE (STEEL)	Bark	1079	Thomson, Dickie & Co., Glasgow
BADEN			J.A.W. Wimmer (Lisbon), Hamburg
PORTO	1913	A. Gomes, Soc. en Cta., Oporto	
MARION CROSBIE (STEEL)	Bark		Rogers & Co., Glasgow (1053 gross tons)
GIUSEPPE D'ABUNDO			

Russell & Co., Greenock and Port Glasgow. Greenock yard.

ANAMBA	Bark	1142	P. Denniston & Co., Glasgow
AFRICA	1898	Glama & Marinho, Oporto	
BANDANEIRA	4m. Bark	1944	P. Denniston & Co., Glasgow
EURASIA	Ship	1874	J. & W. Goffey, Liverpool
HILSTON	Ship	2035	H. Ship Co. Lim. (Grahams & Co.), London
LUCIPARA	4m. Ship	1943	P. Denniston & Co., Glasgow
MALAYSIA	Ship	1876	J. & W. Goffey, Liverpool
MOY	Ship	1697	J. Nourse, London
NATUNA	Bark	1137	P. Denniston & Co., Glasgow

Port Glasgow Yards

ARCTIC STREAM	Ship	1584	A. L. Polson, Glasgow
AVOCA	Ship	1703	J. Nourse, London
CLAN MACPHERSON	Ship	1680	Thomas Dunlop & Sons, Glasgow
DEE	Bark	1169	P. MacFarlane, Port Glasgow.
DON	Bark	1168	Peter MacFarlane, Port Glasgow
DUNDALE	Bark	1169	J. Dunn & Sons, Glasgow

NICOLA D'ABUNDO 1900 D'Abundo, Genoa

MARIA 1910 Lubrano, Naples

CRISTOBAL LLUSA 1912 Llusá, Barcelona (later Montevideo).

EARL DUNRAVEN	Bark	1348	A. McAlister (W. & J. Crawford, mgrs.), Glasgow
EARL ROSEBERRY	Bark	1174	J. Russell (W. Crawford, mgr.), Glasgow
LAKEMBA	1889	P. Denniston, Glasgow	
EARLSCOURT	Bark	1166	W. J. Kidd, Liverpool
FIFESHIRE	Bark	1358	Thomas Law & Co., Glasgow
HYDERABAD	Bark	1147	W. & J. Crawford, Greenock
SUMBAWA			P. Denniston, Glasgow
ISABEL BROWNE	Bark	1326	Browne & Watson, Glasgow
KILMORY	Ship	1630	Kerr, Newton & Co., Glasgow

CASSIUS

ASGERD 1909 Jens Marcussen, Lyngør

PORT SONACHAN	Bark	1166	Crawford & Rowat, Glasgow
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BASCONIA 1920 Zabilde y Zulaica, Bilbao

ROHILLA	Ship	1662	Foley & Co., London
SARDHANA	Bark	1146	W. & J. Crawford, Greenock
SOUDAN	Ship	1567	G. M. Steeves, Liverpool
TAY	Ship	1664	P. McFarlane, Port Glasgow
VICTORIA BAY	Bark	1173	Hatfield, Cameron & Co., Glasgow
WAVERLEY	Bark	1166	Russell & Pinkerton, Glasgow

Robert Duncan & Co., Port Glasgow

ATALANTA	Ship	1753	Ninian Hill, Greenock
CORRYVRECHAN (STEEL)	Bark	1356	H. Hogarth, Ardrossan
SVENØR	1910	T. Dannevig & Co., Sandefjord	
EUPHROSINE (STEEL)	Ship	1905	Colin S. Caird, Greenock
MINNYHIVE	Bark	1348	T. C. Guthrie, Glasgow
OCHTERTYRE	Bark	1354	Hugh Hogarth, Ardrossan
RUTHWELL	Bark	1348	T. C. Guthrie, Glasgow
TIMANDRA	Ship	1561	G. F. Smith (St. John, N.B.), Glasgow

W. Hamilton & Co., Port Glasgow

GLENLORA (STEEL)	Bark	1281	Dundee Shipowners Co. (W. O. Taylor & Co.), Dundee
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John Reid & Co., Port Glasgow

JOHN O'GAUNT (STEEL) Bark 1238 Thomas Bell, Liverpool
ORELLANA (STEEL) Bark 894 Nicholson & McGill, Liverpool

H. McIntyre & Co., Paisley

WILLIAM EGGERS Bark 1354 N. Brantjes, Purmurende, Netherlands.

Barclay, Curle & Co., Glasgow

ARMIDA (STEEL) Ship 1710 W. Letham, Greenock
ARDLEMOUNT R. Ferguson & Co.
RUKAN 1906 Leif Gundersen, Persgrund
COUNTY OF EDINBURGH 4m. Ship R. & J. Craig, Glasgow (2160 gross tons)
FRIEDA 1903 A. Witte, Bremen
LOCH BROOM 4m. Ship 2128 Aitken, Lilburn & Co., Glasgow (Gen'l Shipp. Co.)
SONGDAL 1912 S.O. Stray & Co., Kristiansand
LOCH CARRON 4m. Ship 2120 General Shipping Co., Glasgow

Charles Connell & Co., Glasgow

CHARLES CONNELL Ship 1734 John Black & Co., London
EDINBURGH Bark 1473 Bramwell & Gardiner, Glasgow
LISMORE Ship 1676 J. Gardiner & Co., Glasgow
SIRENIA (STEEL) Ship 1670 R. McMillan, Glasgow

London & Glasgow Co., Glasgow

GIRVAN (STEEL) Bark 1337 David Hunter, Ayr
NOSSEAD Bark 1109 J. Hay, Glasgow
PASS OF LENY Bark 1316 Gibson & Clark, Glasgow

MINERVA

EDOR 1916 H.T. Realfsen, Skien
HOLDANA 1917 J. Asmussen, Copenhagen

A. Stephen & Sons, Glasgow

ABERCORN Bark 1341 P.H. Dixon & Co., Glasgow
ARDENCAPLE (STEEL) Ship 1722 Edmiston & Mitchells, Glasgow
BRYNHILDA Ship 1502 J.W. Carmichael (New Glasgow, N.S.), Glasgow
CIRCE Ship 1601 A.C. Le Quellec, Bordeaux
KARMØ 1903 O.G. Gjessen, Skudesnes
CALBUCCO 1925 Jerman Oelckers, Puerto Montt, Chile

J. & G. Thomson, Glasgow

ALBUERA (STEEL) Ship 1554 James Hardie, Glasgow
CIS 1911 Th. Brøvig, Farsund
FREMAD I 1917 Skibs A/S Fremad (J.M. Jacobsen & Co.), Sandefjord

W.B. Thompson, Glasgow

CHILI Bark 1308 A.D. Bordes, Bordeaux
FIRTH OF SOLWAY Bark 1313 J. Spencer & Co., Glasgow
FIRTH OF STRONSA Bark 1319 J. Spencer & Co., Glasgow
SARA 1904 H. Jacobsen, Fredriksstad
KING MALCOLM Bark 1327 J.A. Walker & Co., Glasgow (Main deck beams STEEL)

W. Kinloch, Kingston

AFGHAN CHIEF (WOOD) Bktn 284 W. Kinloch, Banff

Alexander Hall & Co., Aberdeen

ROSALIND Bark 365 J. Sutcliff & Son, Grimsby
TORRIDON Ship 1564 A. Nicol & Co., Aberdeen
YALLAROI Ship 1565 A. Nicol & Co., Aberdeen
SANTA CATERINA 1916 A. Corrado, Genoa

A. Stephen & Sons, Dundee
 THEWIS (STEEL) Bark 1352 Builders
 HIPPAIOS 1911 Emil Knudson, Lillesand
 ALBERGINE BEATRICE 1917 P. Landberg & Zoon, Batavia
 Grangemouth Dockyard Co., Grangemouth
 CLYTIE (STEEL) Bktn 334 Clytie SS Co. Lim. (Townsend & Spearing), London
 ILMA (STEEL) Sm. Sch 345 A/S Ilma (F. Klem), Kristiania (COMPLETED 1886)
 MARGARET MURRAY (STEEL) Sm. Sch 184 A. Murray, London.
 SARAH JONES 1916 British Admiralty: Q-Ship.

Remage & Ferguson, Leith

CROWN OF INDIA 4m. Bark 2056 Robertson, Cruickshank & Co., Liverpool
 CROWN OF ITALY Ship 1618 Robertson, Cruickshank & Co., Liverpool

P. Rodgers, Carrickfergus

EDITH CROSSFIELD (WOOD) 3m. Sch 120 J. Fisher & Sons, Barrow
 GEORGE B. BALFOUR 3m. Sch 203 J. Fisher & Sons, Barrow (Steel plate; iron
 GLENAVNA PARK Bktn 368 J.W. Valentine & Co., frame: both vessels)
 Belfast.

Harland & Wolff, Belfast

CALLAO (STEEL) Bark 1017 North Western Shipp. Co. Lim., Liverpool
 FLOORS & BEAMS IRON)

QUEENS ISLAND Bark 2093 S. Lawther, Belfast
 STRATHDON George Thompson & Co., Aberdeen
 GERS 1906 A.D. Bordes & Fils, Dunkirk

SANTIAGO (STEEL) Bark 1017 North Western Shipping Co. Lim., Liverpool
 FLOORS & BEAMS IRON)

TALOCKDAR (STEEL) Ship 2120 T. & J. Brocklebank & Co., Liverpool
 ZEMINDAR (STEEL) Ship 2120 T. & J. Brocklebank & Co., Liverpool

iron OTTO GILDEMEISTER 1900 D. Cordes, Bremen

floors) HOMEWARD BOUND 1901 Hind, Rolph & Co., San Francisco

STAR OF HOLLAND 1909 Alaska Packers Association, San Francisco

HOMEWARD BOUND 1937 (barge) Island Tug & Barge Co., Victoria, B.C.

Workman, Clark & Co., Belfast

FORT JAMES Ship 1755 Clark & Service, Glasgow

GARSDALE Macvicar, Marshall & Co., Liverpool

POLLY WOODSIDE Bark 670 Bk. P.W. Co. Lim. (W.J. Woodside), Belfast

ROMA Turnbull, Lyttleton, N.Z.

UNITED KINGDOM SHIPBUILDING IN 1885 & Wolff built the outside bark QUEEN'S ISLAND.

For the bulk of the above data we are indebted to Andrew Nesdall of Boston, who first tabulated the launchings recorded in "Lloyd's List" for 1835, and then checked them against the launching lists for 1885 reported in the "Marine Engineer." We have consulted "Lloyd's Register" for 1887 to verify owners and tonnages. Capt H. Daniel of Montevideo supplied data on a few vessels that were lost before 1887.

Ships later American included DRUMCRAIG, registered in Victoria, B.C., by San Francisco interests from 1901 until she went missing in 1906; HILSTON, which was owned in Mobile during World War I and lost in February 1920; TIMANDRA, which was registered in Boston from 1914 until she disappeared in 1917; BRYNHILDA, another Plate trader, scrapped in 1923; CIRCE, which as CALBUCCO was last managed in New York under Panama colors, during and after World War II; CALLAO, registered in San Francisco as a repaired wreck in 1915 and scrapped in 1926 after being burnt out on the Chilean coast; SANTIAGO, once under the Hawaiian flag, as late as 1944 an oil barge at Juneau, Alaska; and ZEMINDAR, still afloat.

Potter's MARLBOROUGH HILL, 2531 gross, was the largest ship of the year, and there were several four-masters under 2000 tons. Oswald, Mordaunt built some big full-riggers for Leyland, and Harland